

A mature plan

, reflecting more than 20 years of consistent policy direction and documented results.

First adopted in 1989, the Transportation Master Plan (TMP) is the City of Boulder's blueprint for creating safe, convenient and sustainable transportation options for current and future generations.

The TMP exists within the broader context of the **Boulder Valley Comprehensive Plan** (BVCP), the city's **Sustainability Framework** and **Climate Commitment goals**. The resulting transportation system is expected to support the sustainability and quality of life goals set by the community.

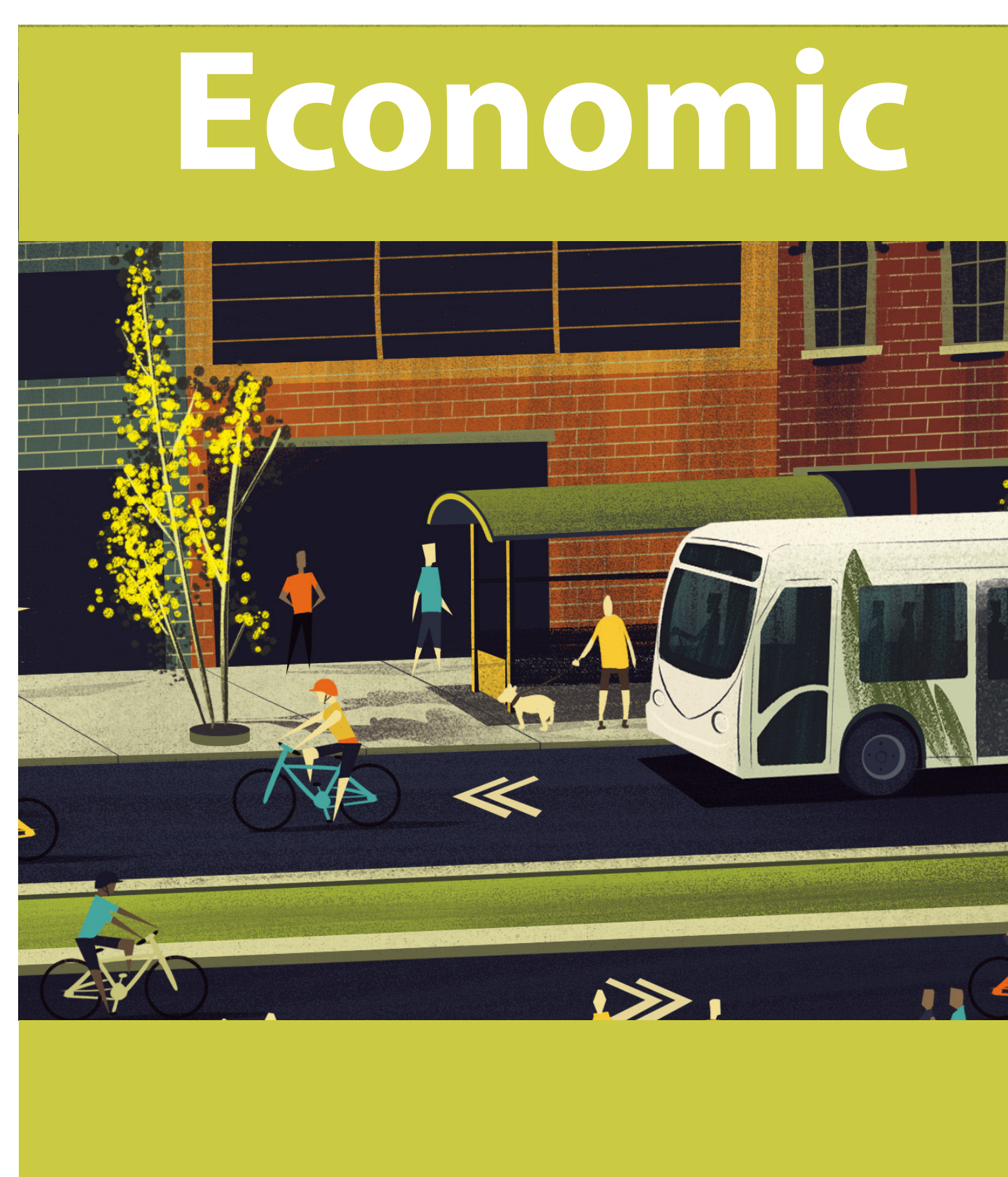
TMP Vision

"Create and maintain a safe and efficient transportation system meeting the sustainability goals of the community by accommodating increased person trips by providing travel choices for most trips and reducing the share of single occupant auto trips."

Community Sustainability Assessments and Impacts

The 2035 TMP **retains the following existing goals** from the 2008 TMP:

- An integrated, multimodal transportation system emphasizing the role of the pedestrian mode as the primary mode of travel.
- A transportation system supportive of community goals.
- Sufficient, timely, and equitable financing mechanisms for transportation.
- Public participation and regional coordination in transportation planning.
- A transportation system supportive of desired land use patterns and functional, attractive urban design.
- The 2035 TMP objectives described on the following pages are enhanced to better reflect the policy direction of the city.



Transportation costs are a significant portion of household expenses and are important to business competitiveness and employee retention.

- **Enhancing the travel options** available to residents and employees supports more sustainable travel behavior, the movement of goods and people essential to the local economy and **retains wealth in the community**.
- Providing regional transit and bike options is a particularly important option for in-commuters as it provides alternatives to long distance single-occupant vehicle (SOV) travel and **increase access to jobs** for low and moderate income families.
- **Completing the walk, bike and transit systems** and supporting their use with effective TDM programs **responds to the lifestyle choices and desires of younger workers**, particularly those in the “creative class” that are a foundation of the Boulder economy.



Achieving the TMP objectives of reducing single occupant vehicle (SOV) travel, reducing congestion and air pollution emissions including greenhouse gases have direct environmental benefits.

- **Biking and walking** are zero emission transportation options for reducing GHG pollution.
- **Transit** has the potential to replace mid and long distance SOV trips with significant greenhouse gas (GHG) emission reductions.
- **TDM** programs are key to reducing the number of trips made by cars.

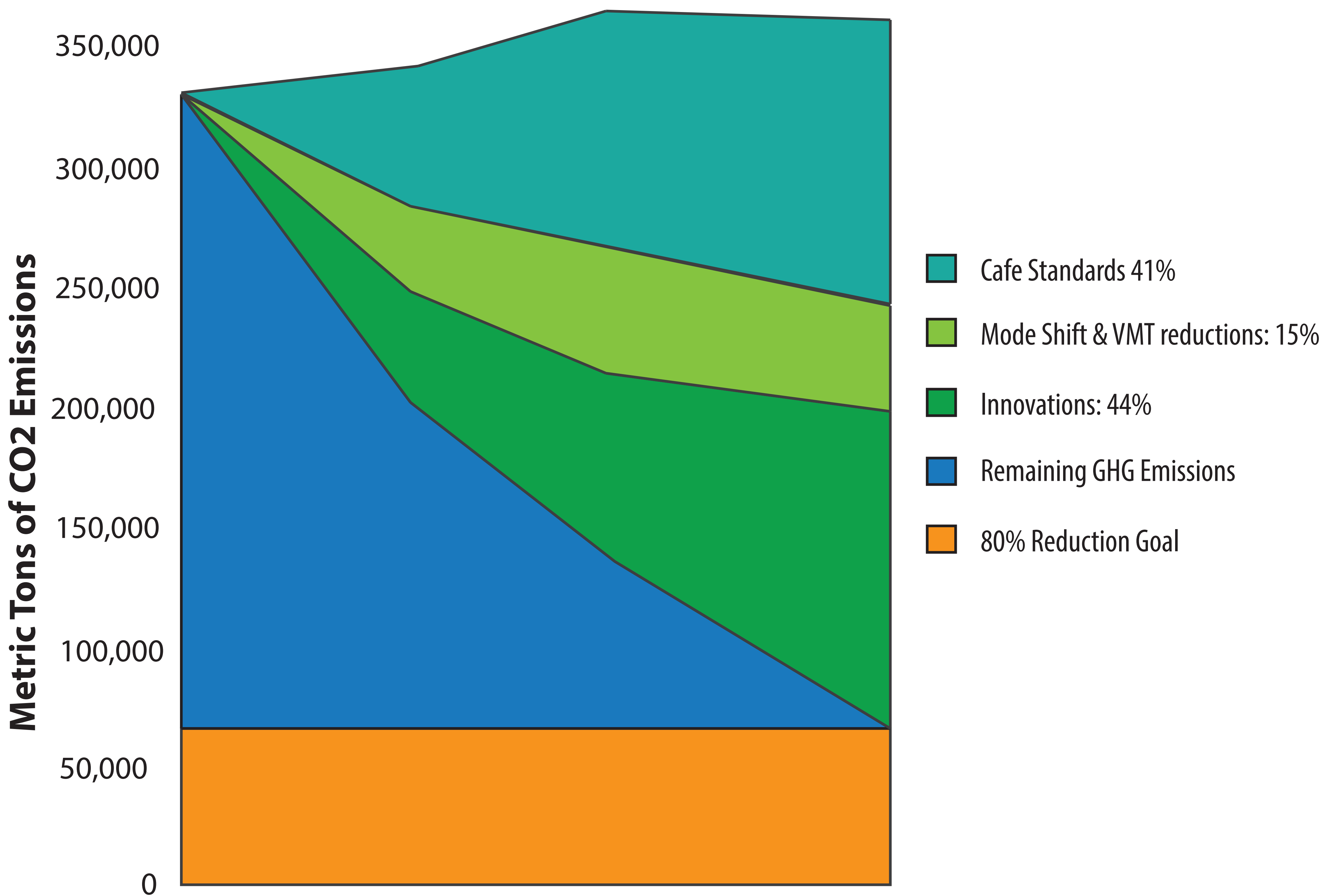
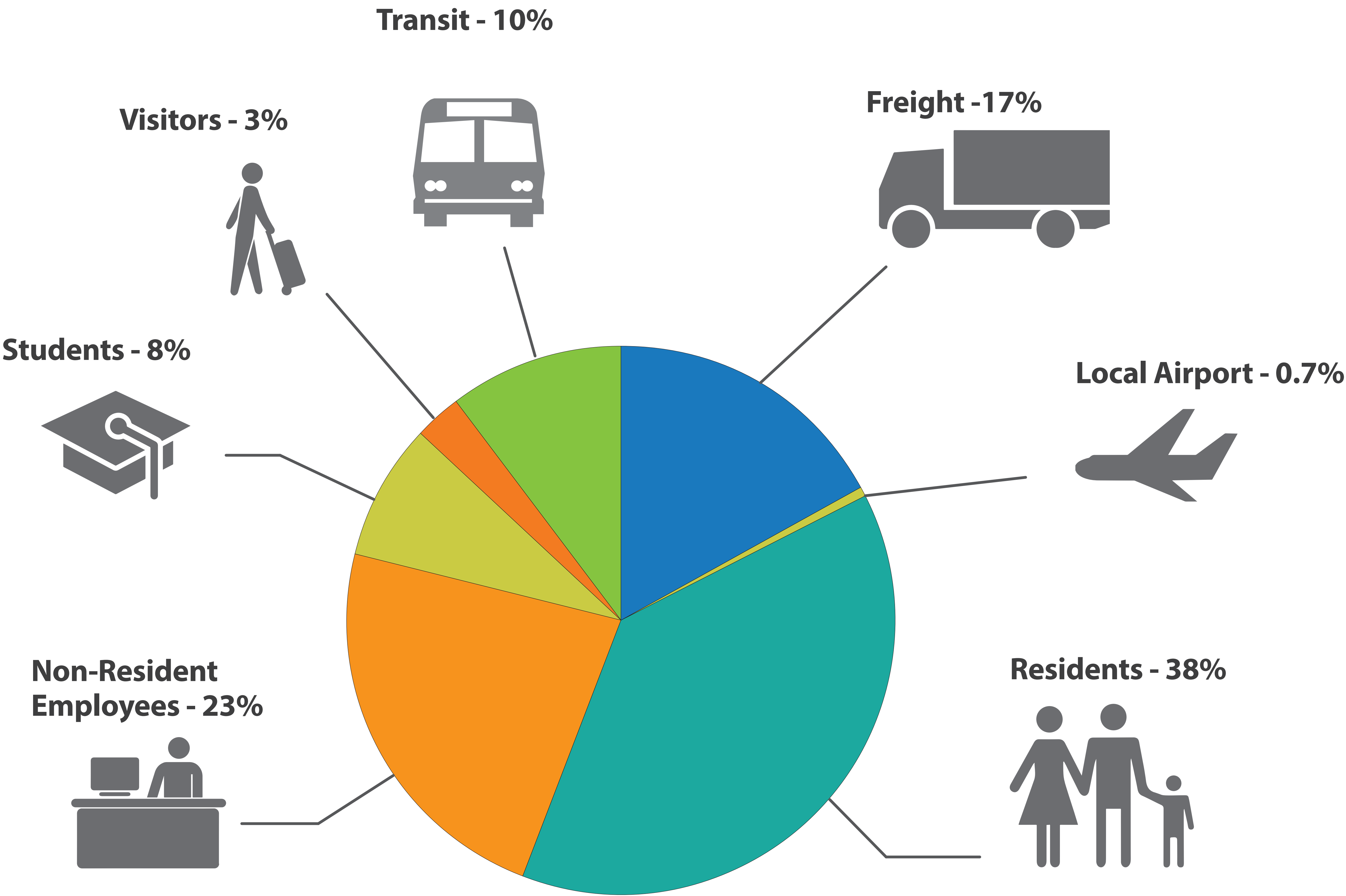


Enhanced travel options improve access for all community members.

- The increased focus on transit, accessibility and TDM will have multiple benefits to the community, including **expanding modal choice for low-income, older adults, people with disabilities and children**.
- **Neighborhood accessibility** is an important focus related to public health for both children and adults. Increasing opportunities for community members to walk and bike daily **is key to sustaining a healthy and socially thriving community**.

Travel Wise GHG emission reduction

Draft Analysis of the Travel Wise GHG emission reduction potential for the transportation sector.



TMP Objectives

The **proposed** objective can only be achieved through significant investment and policy actions on the part of the city and its agency partners as well as from the private sector and by individuals choosing to make changes.

Old Objective:
Reduce single-occupant-vehicle travel to 25% of trips

For the majority of non-resident employees, significant increases will be required in the use of transit, carpools and vanpools.

Reduce single-occupant-vehicle travel (SOV) to 20% of trips by 2035

Reduce resident SOV mode share to 20 percent of all trips and non-resident employee SOV mode share to 60 percent of trips by 2035.

Increase Pedestrian, Bike, and Bus Mode Share

	This is the mode share we have today		These are the 2020 targets established for resident trips in the previous TMP	These are the new targets we are proposing for the 2035 TMP	
	Resident trips	Non-resident trips		Resident trips	Non-resident trips
Ped	20%	0%	24%	25%	0%
Bike	19%	1%	15%	30%	2%
Transit	5%	9%	7%	10%	12%
SOV	36%	80%	25%	20%	60%
MOV	20%	10%	29%	15%	26%

Current Mode Share estimates are derived from the 2012 Travel Diary Survey. The Boulder Valley Employee Survey was also used to establish current mode share.

Vehicle Miles Traveled Per Capita

Residents and Non-Resident Employees

Developing a VMT per capita measurable objective is important to provide people with a goal or target that resonate on a personal level.

VMT per capita (SOV+MOV)	Current Daily	2035 Projected Daily
Residents all trips	11.2 miles	7.3 miles
Non-resident employees, commute	28.7 miles	11.4 miles (one way)

Other TMP Objectives

- Continued progress toward no growth in long-term vehicle traffic
- Continued reduction in mobile source emissions of air pollutants
- No more than 20 percent of roadways congested (at Level of Service [LOS] F)
- Expand fiscally viable transportation alternatives for all Boulder residents & employees, including the elderly and those with disabilities.
- Increase transportation alternatives commensurate with the rate of employee growth
- Safety
- Neighborhood Access